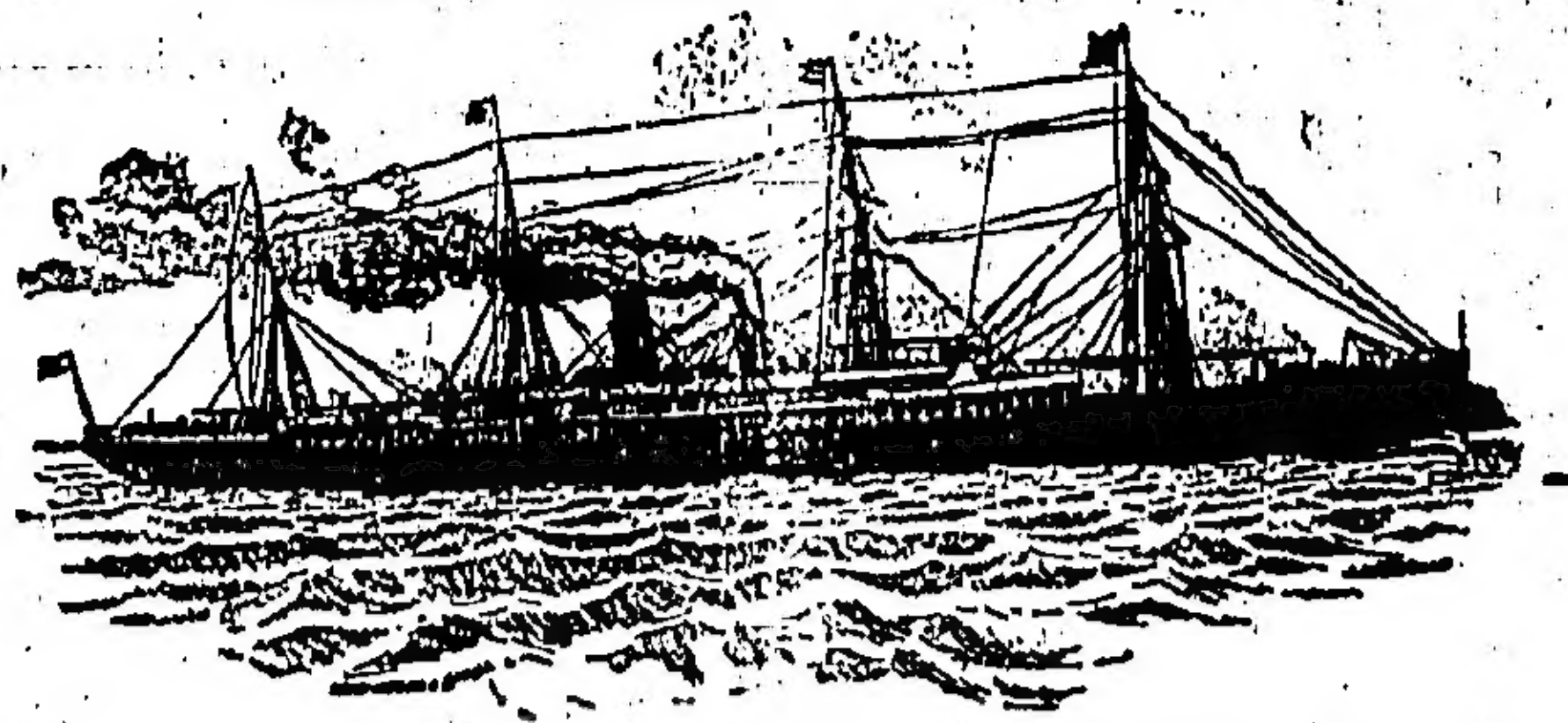


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	13,639 Gross Tons	SATURDAY, 19th November, at Noon.
"AMERICA MARU"	6,300	MONDAY, 28th November, at Noon.
"ORINA"	5,060	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750	SATURDAY, 17th December, at Noon.
"DORIC"	4,784	SATURDAY, 24th December, at Noon.
"KOREA"	11,276	FRIDAY, 6th January, 1905, at Noon.
"COPPIO"	4,352	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284	TUESDAY, 24th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

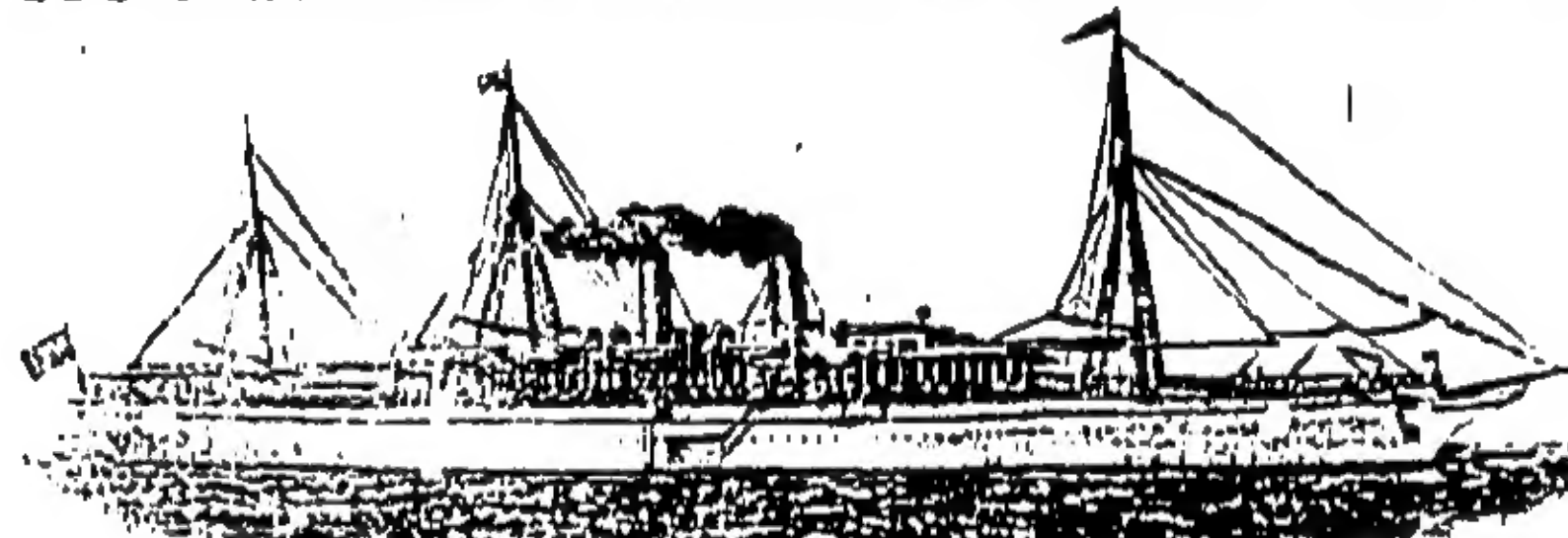
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 12th November, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed to Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th December.

"ATHENIAN" ... 3,440 ... WEDNESDAY, 28th December.

"EMPRESS OF CHINA" ... 6,000 ... WEDNESDAY, 11th January, 1905.

"TARTAR" ... 4,425 ... WEDNESDAY, 25th January.

"EMPRESS OF INDIA" ... 6,000 ... WEDNESDAY, 8th February.

"EMPRESS OF JAPAN" ... 6,000 ... WEDNESDAY, 8th March.

Hongkong to London, 1st Class ... via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate ... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 16th November, 1904.

HAMBURG-AMERIKA LINIE.

OBTASIATISCHER FRAOHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE

LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOWIA	HAVRE and HAMBURG.	29th Nov. } Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).	
SENEGAMBIA	HAVRE and HAMBURG.	13th Dec. } Freight.
(ex NURNBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
Jaburg		
ARMENIA	HAVRE and HAMBURG.	27th Dec. } Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAVRE and HAMBURG.	11th January. } Freight.
v. Hoff	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Hongkong, 16th November, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 16th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th July, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,335	G. F. Morrison, R.N.R.
"FATSHAN"	2,306	W. A. Valentine.
"HANKOW"	2,073	B. Branch.
"KINSHAN"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons | Captain J. Wilcox. |

"NANNING" 569 | C. Butcher. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	Second half of November	JAPAN VIA SHANGHAI	First half of December
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJIMAH	JAPAN	First half of December	JAVA PORTS	Second half of December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

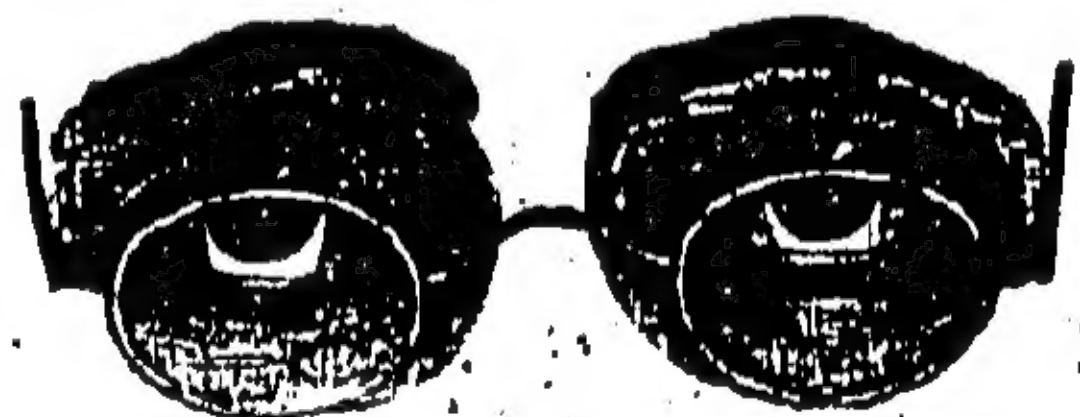
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 11th November, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

30, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee is given to every purchaser.

4, QUEEN'S ROAD,

Wing's Building.

CHRISTMAS AND NEW YEAR GIFTS

FOR HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free

of Charge to Consignees) in any part of

the World.

LATEST SHIPPING DATES:

To England Nov. 8th |

To France Nov. 15th |

To Germany Nov. 9th |

To Italy Nov. 9th |

To United States via San Francisco Nov. 8th

To United States via Suez Canal Oct. 10th |

To India Oct. 21st |

To South Africa Oct. 21st |

To Australia Oct. 21st |

To Canada Nov. 8th |

CHINA PARCELS EXPRESS.

OFFICE—3, DUNDRELL STREET.

Hongkong, 7th October, 1904.

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 14

Ice House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS and VIEWS

a specialty.

Hongkong, 15th September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-
perience in TATTOOING is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

Winter Season's
NEW GOODS

ON VIEW

IN EVERY DEPARTMENT.

FURNISHING DEPT.

ALEXANDRA BUILDINGS,

FIRST FLOOR.

NEW STOVES—

For Cooking and Heating.

BEDSTEADS—

Iron.

Iron and Brass.

Iron and Copper.

Steel and Brass.

And all Brass.

Twin Bedsteads.

FENDERS & CURBS

In Iron, Copper, and Brass.

CARPET SQUARES—

Tapestry.

Kidderminster.

Kensington.

Cairo and Bute.

Art Squares.

Printed.

Fast Colours.

CARPETS—

Axminster.

Wilton.

Brussels, and

Tapestry.

80, 80, 80.

GENTS' DEPT.

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK.

NEW GOODS

ARRIVE

EVERY WEEK.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 15th November, 1904.

Intimations.

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of presenting the Report and Statement of Accounts for 30th September, 1904. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,
Manager.
Hongkong, 11th November, 1904. [126]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the Company's Office, St. George's Building, Praya Central, Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the following Resolution will be proposed:

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be alloted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every single share of such 50,000 new shares in the ratio and proportion of one new share for every two old shares in the Company held by the respective Shareholders thereof; the amount payable on each of such new shares respectively (including the said premium of \$10 per share) to be paid as to one equal half part thereof on the 31st day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said new shares be disposed of by the General Manager in accordance with the Company's Articles of Association. And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Should the above Resolution be duly passed it will be submitted for confirmation at a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 14th day of November, 1904.
SHEWAN, TOMES & Co.,
General Managers.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the forenoon, for the purpose of receiving the report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 6th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 14th November, 1904. [1233]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the Year 1904 of Fifty Cents per Share on the Shares numbered 1-50,000 inclusive will be payable at Hongkong and Shanghai Bank, Hongkong, on and after FRIDAY, 25th November, 1904, on Warrants to be obtained at the Company's Office.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER OF SHARES will be CLOSED from SATURDAY, the 19th instant, until SATURDAY, the 26th instant, both days inclusive, during which period no Transfer of Shares will be effected.

JOHN D. HUMPHREYS & Co.,
General Managers.
Hongkong, 15th November, 1904. [1243]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.
6.45 a.m. to 7.00 a.m. Every 15 minutes.
7.10 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1904. [1094]

THE HON. L. A. M. JOHNSTON.

The London correspondent of what appears to be a Belfast paper, from the cutting to hand, has this reference to the Hon.ble L. A. M. Johnston, formerly Acting Post-Master-General here and now Acting Colonial Treasurer, Hongkong, says the *S. F. Press*. His former comrades of the Singapore Volunteer Artillery, in which Mr. Johnston served as a Gunner, Bombardier, Corporal, Sergeant and Lieutenant, will read with this special interest. It is news that "L. A. M." proposes to enter Parliament, naturally on the traditional lines of policy so ably set forth by his late father, William Johnston of Ballykilbeg.

The eldest surviving son of the late Mr. William Johnston, the well-known M. P. for Belfast (1868-78 and 1885-1902), holds a birthday to-day. Mr. Lewis Audley Marsh Johnston, now of Ballykilbeg, County Down, J.P., was born 12th September, 1865, and is an accepted candidate for the next General Election. His mother was Georgina Barbara, youngest daughter of Sir John Hay, of Park, County Wigtown. Her eldest brother, Sir Arthur Graham Hay, the late Baronet, married a sister of a late Mr. Johnston, by whom he was father of the present (ninth) Baronet and a younger brother is married to the only sister of Sir Matthew Arthur of Carlisle, Ayrshire. On his mother's side Mr. Johnston, who is the Postmaster-General at Hongkong, has descent from James, Duke of Hamilton.

This family, like all the name Johnstons in Ireland, came originally from Scotland, and the Ballykilbeg branch treasure a tradition that one of their members in the eighteenth century instituted some researches with reference to a claim to the Annandale peerage. In the previous century there had been a great flow of Borders of all kinds over to Ulster, and amongst them the ancestor of Ballykilbeg, who could have no possible claim to the honours of the Johnstones of Johnston, afterwards Earls and Marquises of Annandale (1661-1792). Although the Johnstones are extremely numerous in Ulster, no one of the name appears among the pioneers for the Scottish colonisation of that province in 1611. It was after the plantation of the forfeited lands by Scottish gentlemen, mostly selected from another part of the country, that the Borders voyaged over, and, in the course of time, dominated the north of Ireland. The pioneers, or undertakers as they were called, with few exceptions, did not themselves stop on the properties they had acquired in Ulster. They were men of position, and merely went over to look at these estates and then returned to their ancestral homes. Some did not even take the trouble to look at their Irish acres, which were speedily, however, peopled as tenants by the hardy and venture-some immigrants from Dumfriesshire, hard riders and fighters all of them.

The Ballykilbegs fought their way into the ranks of the gentry, one William in 1760 marrying the daughter of Matthew Brett, of Killough, the son and heir of this union being William Johnston, J.P., first of Ballykilbeg. His son by his wife Thomasina Scott was the father of the late Mr. William Johnston, the staunch Unionist member for Belfast. The latest land returns show thirteen landed proprietors named Johnston in County Down, of which Ballykilbeg was the principal. But all over Ulster substantial landed gentlemen of the name abound.

INTERVIEW WITH THE TSAR.

ANOTHER PERSONAL SKETCH.

Mr. Melville E. Stone gives the following account of an interview he had with the Tsar: No Sovereign of Europe probably is more misunderstood than the Emperor of Russia. The fact that by reason of the Russian scheme of government he is an autocrat, is the head of the Greek Church, and is, therefore, by his own people accounted a holy person, has led to the impression that he is difficult of access, most reserved, and even austere. On the contrary, he is one of the most democratic Sovereigns in the world. During a recent visit to St. Petersburg, without any warning, I received a command to an audience. There was no indication as to what the European Courts, of the costume to be worn; but the messenger advised me that the costume expected would consist of the ordinary American evening dress, with the black buttons upon the coat and waistcoat replaced by gold ones.

On descending from the carriage at the enormous Winter Palace of the Emperor, a servant in the palace livery of red coat and waistcoat, knee breeches, and white stockings, with chapeau, advanced, and in the hallway removed my Arctic overshoes and took my overcoat and hat. Then I was taken in charge by an usher. We mounted a grand staircase, and began to wind our way through the gold and brown halls of the palace, which is said to have a thousand rooms.

CHAT WITH A GRAND DUKE.
Finally, after an interminable tramp, we entered a small ante-chamber. It looked out upon the Neva. In a corner on a sofa sat a young man in the costume of an officer of the Imperial Guards. He rose, advanced and called me by name, announcing himself as the Grand Duke Andre, a cousin of the Emperor.

Throughout Russia, by the way, his Majesty is always known as the Emperor, and never as the Tsar, except in official State documents. The word "Tsar" is never heard in conversation. The Grand Duke Andre is a handsome young fellow, perhaps twenty-five or twenty-eight years old, who speaks English perfectly. He welcomed me cordially, and explained that the Emperor unfortunately had been detained for a few moments and that he had been directed to entertain me until his Majesty arrived. A door was then opened, and a servant announced that the Emperor awaited me. Upon entering the room, which seemed to be a library or study, I found his Majesty alone, standing by the table. I attempted to follow the prescribed regulations for addressing a Sovereign, which call for three formal bows, one upon

entering the room, one as you approach him, and a third as you address him. After the first salutation, however, he stepped forward, extended his hand, and said pleasantly: "I am glad to see you, Mr. Stone."

AN UNCONVENTIONAL MONARCH.
Emperor Nicholas II. is a man something under medium height, well proportioned, and bears a striking resemblance to his cousin, Prince Henry and the Prince of Wales. He wears a full sandy beard, cut rather short. He has a most kindly impressive, mild, blue eye, beaming at once great sincerity, great kindness, and great discernment. He was dressed in the blue trousers of an army officer, with white-duck fatigue jacket, trimmed in blue braid.

During the whole of the audience, which lasted over an hour, he remained standing. The room was about 30ft. long and 20ft. wide, and was decorated in dark blue, with wood-work of dark oak. Two windows looked out upon the Neva and the Admiralty Bridge, and the opposite wall was lined with bookcases. There was a large consultation table, not unlike the table of a board of bank directors, in the centre of the room, and at one end was an American roll-top desk. As the interview progressed we walked about the apartment, looked out of the windows, and stood by the large table. Several times he took a cigarette from his cigarette case, at the same time offering one to me. The whole conversation was precisely such as one American citizen might have with another. There was nothing in his attitude or his manner at any time to suggest that he was a Royal personage.

The subject of our interview, with which he had already been made familiar by his Ministers, was the perfecting of better arrangements for obtaining news of Russia for the Associated Press; the expediting of our dispatches; the opening of avenues for news-getting in Russia; and the abolition of the censorship, which had practically reached the point where no news could be sent by telegraph from the Empire. I asked if he desired me to speak with frankness and been given that assurance I did so.

TSAR'S OPENNESS OF MIND.

I told him certain facts which it is not expedient for me to make public, but which were important, and he recognised their importance. They bore upon the then existing sources beyond the frontier from which the great mass of Russian news came and the impossibility of verifying the dispatches or of correcting any false impressions to which they might give rise.

He listened closely, and asked many questions. In answer to his question as to the special privileges desired, I asked for the entire abolition of the censorship in so far as Press dispatches were concerned; for free entry at all times during office hours to the various Ministries for the purpose of obtaining news; and for two other privileges which need not here be detailed. Prior to that time a correspondent would no more have thought of trying to obtain admission to the War Office or the Admiralty than of breaking into a fortress, and the attempt would have been about as successful in the one case as in the other.

His attitude was entirely favourable, and he said that he saw no reason why Russia should not be put upon the same basis as the other Governments mentioned. When I suggested putting the facts in the form of a written memorandum, he said he would be pleased if I would do so, as he then could discuss the matter more intelligently with his Ministers. He gave me to understand that unless some obstacle then unforeseen should arise all the privileges asked for would be extended.

Instead of terminating the interview, he continued to talk on other topics, including the traditional good relations between the United States and Russia. He impressed me as a man sincerely purposing to do whatever lay in his power for the betterment of the condition of his people. He is not in any sense a weakling, as has been repeatedly declared in print, but a man of strong constitution and great poise. It has been my good fortune to meet in audience several Sovereigns, and I believe that with the possible exceptions of the Emperor of Germany and the King of England, he is the strongest monarch in Europe.

The conversation was in English, which he speaks without any trace of foreign accent, his tutor having been an English clergyman. It is also the prescribed language of the household, an order having been issued while I was in St. Petersburg that all the attendants upon the Royal Family should speak that language.

On my arrival in Vienna I received a telegram from my correspondent in St. Petersburg saying: "I know you will be glad to learn that before your feet left Russian soil the censorship had been abolished. However, Count Lamedorff feels strongly that would be a mistake to limit it to the Associated Press, as it will tend to our disengagement, and it might be regarded as a bargain, and he would like to throw it open to every correspondent."

I wired back immediately assenting to this proposition, and within forty-eight hours after it was removed for the Associated Press it was removed for everybody.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 7/16
Do. demand 1/10 1/2
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 2/35
America—Bank T.T. 45 1/2
Germany—Bank T.T. 1/10 1/2
India T.T. 1/10 1/2
Do. demand 1/10 1/2
Shanghai—Bank T.T. 1/10 1/2
Japan—Bank T.T. 1/10 1/2
Singapore—Bank T.T. 1/10 1/2
Java—Bank T.T. 1/10 1/2

4 months' sight L/C 1/10 13/16
6 months' sight L/C 1/10 15/16
30 days' sight San Francisco & New York 45 1/2
4 months' sight do. 45 1/2
30 days' sight Sydney and Melbourne 1/11 1/16
4 months' sight France 2/35
6 months' sight do. 2/40
4 months' sight Germany 1/10 1/2
Bar Silver 20s 1/2
Bank of England rate 3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 1/100 1/150
Do. Old 1/100 1/220
Do. Older 1/100 1/300
Panna New 1/100 1/380
Benares New 1/100 1/185
Perris (Paper) 1/100 1/113
Peris (Paper) 1/100 1/860/40

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOL'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.



NOTICE.

ONE THOUSAND DOLLARS REWARD.

THE above sum will be paid to any person who gives information leading to the arrest and conviction of the person or persons guilty of Stealing or Embezzling a CHEQUE FOR NINE THOUSAND DOLLARS made out in favour of Messieurs JEBSEN AND COMPANY and indorsed by them and sent to be paid into the DEUTSCHE ASIATISCHE BANK in this Colony on the 8th October, 1904, but which was unlawfully cashed and the proceeds stolen by some person or persons unknown.

F. J. BADELEY,

Capt. Supt. of Police.

Hongkong, 15th November, 1904. [1244]

PAUSE!

Have you a SINGER Sewing Machine? If not get one.

\$10 DOWN AND THE REST IN EASY MONTHLY PAYMENTS.

Showrooms—1, Wyndham Street.

Hongkong, 12th November, 1904. [1231]

ROBINSON PIANO

COMPANY, LIMITED.

NEW IRON - -

FRAMED - -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING - -

MACHINES - -

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. [129]

Entertainments.

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY,"

IN THREE ACTS.

Will be Produced on the following dates

SATURDAY, 19TH NOVEMBER, 1904.

TUESDAY, 22ND " "

WEDNESDAY, 23RD " "

THURSDAY, 24TH " "

SATURDAY, 26TH " "

MONDAY, 28TH " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at The Robinson Piano Co.) will be opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 4th November, between the hours of 9 A.M. and 4.30 P.M. each day. Late Trans quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle... .. \$3

Pit Stalls... .. 1

Pit... .. 1

A. CHAPMAN,
Business Manager.

Hongkong, 1st November, 1904. [1177]

HONGKONG CRICKET CLUB.

A

SMOKING CONCERT

In honour of the

Visiting Teams will be held in the

THEATRE ROYAL,

ON

MONDAY,

21st November, at 9 P.M.

All Tickets must be procured through Members of the Hongkong Cricket Club, and same may be had by applying at the Cricket Pavilion, or to the Secretary.

Price, \$3 each (including Refreshments).

A. R. LOWE,
Secretary.

Hongkong, 14th November, 1904. [1239]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO AND ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

TLE, as hitherto, by the Steamers of the

NORTHERN PACIFIC S. S. Co., BOSTON

STEAMSHIP and TOWBOAT CO., OCEAN

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.AT THIS SEASON OF THE YEAR
WHEN BOWEL COMPLAINTS ARE
COMMON IT BEHOVES ONE TO
LOOK ROUND FOR A SUITABLE
REMEDY.WATSON'S
ASIATIC CORDIALIS A SPECIFIC FOR ALL TROUBLES
OF THIS KIND.WE RECOMMEND OUR CUS-
TOMERS TO KEEP A BOTTLE BY
THEM UNTIL THE AUTUMN IS
OVER.A. S. WATSON & Co.,
LIMITED,

CHEMISTS,

DRUGGISTS,

PERFUMERS,

&c., &c., &c.

THE

HONGKONG
DISPENSARY,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904.

135

TELEPHONE NO. 45.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO.,
祥利

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

145

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904.

168

On the 29th Oct., at the Church of the As-
sumption, Penang, A. D. MACHADO of Penang
to CATHERINE M. VAN BOSSE of Penang.

MARRIAGE.

On 4th August, at Glenduff, near Nashville,
Tennessee, U.S.A., LEWIS JAMES, second son
of the Rev. and Mrs. W. B. Nance, of Soochow,
aged two years, eight months.

DEATH.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 16, 1904.

THE DOWAGER EMPRESS
OF CHINA.

Although it is doubtful whether the anniversary of the birthday of the Dowager Empress of China will receive more than passing notice in the columns of the Press the occasion is one of considerable public interest. The old lady at Peking has now reached the allotted span of three-score years and ten and has recognised that the time is fast approaching when she must cease to interest herself in affairs of State and when her political influence will begin to wane. But a few weeks since she is reported as stating that she was now worn out with age, and that her strength and health is far different from before. If it were not on account of the perilous state of the Empire this year, she added, she would have retired to Eho Park long ago, to confine herself in total seclusion from the rest of the world, allowing the Emperor to take his course. Such were her remarks when approached with reference to the ceremonies proposed by the Board of Rights in celebration of her seventieth birthday. Last year she ordered elaborate preparations to be made for the occasion, and nobody ventured to predict how much money would be wasted on the function. It will be remembered that lately she issued a Decree that her coming birthday should be celebrated in such a way as to curtail expenses as much as possible, in consideration of the exigencies of the time; but now, as recent affairs indicate, the order will not be forced not to say that it has been cancelled. This sudden change of the Empress-Dowager's mind, it is learned, is attributed to the work of members of the Imperial Household, who heavily bribed a certain eunuch to persuade her to celebrate her birthday in the usual manner. They can make money out of it and, moreover, it will afford them a splendid opportunity to carry out their innermost desires. It was in the autumn of 1898 that she claimed for herself the position as sole Regent for the Emperor—a position which after the intriguing of 1900 was calmly and formally recognized by the representatives in Peking of the various foreign countries. A power such as hers, unseen and uncontrolled by any of the influence of Western thought and custom, is almost impossible to realise, yet the history of the last few years in China shows unmistakably that there is no power so unlimited or unquestioned in the great empire of which she is ostensibly the ruler. The outlines of contemporary Chinese history are little known to the world at large. The present Emperor of China succeeded when only four years old, and the regency was held by the hand of the Empress Dowager, who was to act as regent till he attained his majority at the age of fifteen. The relations between them have been always anomalous and intricate, while the Emperor's mental and physical imperfections, as well as the feelings of filial deference always shown by him to his adopted mother, have increased the difficulties. After his accession the Empress Dowager continued as the power behind the throne, and was no more sternly impressed upon the country than in the action she took to put an end to the reform movement in China. That she secretly encouraged the Boxer agitation, while ostensibly opposing it, is undoubted, though at first she intended to arrest it at a moment which seemed fittest to herself. The movement, however, got beyond her control, and soon became so serious that she was nearly powerless. Since those terrible days of anxiety she has shown in many ways her desire to be friendly with the Powers, and above all to be civil to the ladies of the various Legations. The result of all this tends to show that she is too clever to commit any indiscretions which would embroil China in the campaign further North. But years must tell and when at length she ceases to control the affairs of her country a change may come over the scene, and Progress may be the watchword of an arrested civilisation.

LOCAL AND GENERAL.

The Seoul-Taiyuan section of the Seoul-Fusan railway, 98 miles, was provisionally opened for traffic on the 1st inst.

It is reported that the Nippon Yusen Kaisha has decided, for some seasons not stated, to indefinitely postpone the re-opening of the Bombay service.

Two fatal cases of plague were notified to the sanitary authorities during the twenty-four hours ended at noon to-day. One was from I Yik Lane and the other from Oi Hing Lane.

It is intended to appoint a Government commissioner for the limited company which works the Java-China-Japan line.

It is officially announced that intending visitors to Korea will in future be able to proceed to that country without the aid of passports.

Miss Marie Corelli has written a characteristic condemnation of the way in which society spends Sunday, which has "degenerated into a day of gambling, guzzling, and motor racing."

It is proposed to display a 1,600 candle power arc light from the top of the pilot's watch tower recently erected near the Custom House at Hilo. The tower will be approximately 110 feet high.

The Grand Councilors were ordered that on the 9th, 10th and 11th day of the 10th moon (15th, 16th and 17th November) all transactions of public business are to be postponed in the Palace owing to the Empress Dowager's Birthday.

The semi-official Hungarian agency states that Japan has sent to Fiume three experts to watch over the construction of the torpedoes to be delivered by the Whitehead Torpedo Factory to the Japanese Government during the next three years.

A GREAT flurry is said to have been caused in social circles in the United States by the announcement that Miss Nancy L. C. Leiter, the second daughter of Levi Z. Leiter, is engaged to marry Captain Campbell of the British army.

We are informed that on Tuesday next, the management of Harmsen's Circus will present bats, suitably inscribed, to the players in the Hongkong and Straits cricket teams making the highest averages in both innings of the coming match. The batsmen will be at liberty to select their own "willows."

ACCORDING to the latest investigation, Japan has now 1,179 steamers of 731,558 gross tons, and 3,674 sailing vessels of 794,602 gross tons. The number of steamers shows an increase of 87 with 71,240 tons, while that of sailing vessels represents an increase of 66 with 3,037 tons, both over the returns for January last.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—Morningside S.S. Edinburgh £8=86 53, S. T. Wenborn \$50, Ngan Liu Hong \$30, "G" Edinburgh £1 14=18 39, Kowloon C. M. S. Chinese Church \$4.50.

The officers and crew of the t.p.d. *Raschid* left Chefoo on the 2nd for Shanghai, and arrived at Woosung in the *Vorwärts* on the 5th inst. and are now interned on the *Mandjour*, with the exception of the commander who has disappeared, and is supposed to have got on the outgoing German mail steamer.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 6th November, 1904:—

	Library	Museum
Non-Chinese.....	273	134
Chinese.....	168	1,853
Total.....	441	1,987

By orders recently issued from the U. S. War Department the Government has suspended its transport service between New York and Manila via the Suez canal, and hereafter, at least until further orders, the entire service between the Philippines and the mainland will pass through San Francisco and be handled by the army transports from there.

A RECENT number of the *Journal* (Paris) contained the following paragraph:—Ham Nghi, the ex-Emperor of Annam, who is now residing at Algiers, and who has lately been at Versailles, will shortly marry a French lady, Mlle. Laloe, daughter of a judge of the Algiers Appeal Court. The ex-Emperor has been receiving up to now a pension of 30,000 f. a year. On the occasion of his marriage the pension has been raised to 80,000 f.

THE British Consular report on the trade and commerce of Belgium states that during the year 1903 trade was opened between Belgium and Hongkong. Hitherto there had been practically no commerce between Belgium and that colony, but there now appears to be a considerable demand in Hongkong for several articles of Belgian manufacture the principal of which are iron and steel, cement, glass of all kinds, and planed wood. The quantity of iron and steel exported to Hongkong amounted to 1,900 tons, with a value of £1,080, cement exports reached 1,261 tons, and glass and wood 791 and 255 tons respectively. The imports into Belgium from Hongkong were trivial, amounting to a total of some 30 tons.

THE *Gazette* notifies that the King has been pleased to give and grant unto Alfred Edward Hippius, Esq., Commissioner of Chinese Maritime Customs, and Assistant Commissioner for Treaty and Tariff Revision, His Majesty's Royal licence and authority that he may accept and wear the Insignia of the Third Class of the Second Division of the Imperial Order of the Double Dragon, conferred upon him by H.I.M. the Emperor of China, in recognition of valuable services rendered by him to His Imperial Majesty; also to John Edward Foley, Esq., Traffic Manager of the Imperial Railways of North China, to accept and wear the Insignia of the Sixth Class of the Order of the Sacred Treasure, conferred upon him by H.I.M. the Emperor of Japan, in recognition of valuable services rendered by him to His Imperial Majesty.

MARRIAGE OF MR. W. A. CRUICKSHANK

AT ST. JOHN'S CATHEDRAL.

This afternoon at St. John's Cathedral the marriage took place of Mr. William Arthur Cruickshank, of Messrs. Jardine, Matheson and Co., The bride was Miss Mayzie Cruickshank, daughter of Surg.-General Cruickshank, of the Indian Medical Service. The Rev. F. T. Johnson, chaplain, performed the ceremony, which was fully choral, Mr. A. G. Ward presiding at the organ. The bride, who was given away by her brother, Mr. John Cruickshank, of Ceylon, was attired in a beautiful gown of white silk pique trimmed with lace and ribbon, and was also wearing a tulle veil fastened with a coronet of orange blossoms. She held in her hand a beautiful bouquet. The bridesmaids were six charming little ladies, daintily frocked in white, with cream, silk picture hats to match. They carried baskets of flowers and favours, which added considerably to the picturesque quality of the general grouping. The little lassies were the Misses Stella, Phoebe, Iris and Dione May, daughters of our Colonial Secretary, the Hon. F. H. May; Miss Mary Berkeley, daughter of the Chief Justice, Sir H. Spencer Berkeley, and Alice Hoare, daughter of the Lord Bishop of Victoria. The bridegroom was supported by the Hon. W. J. Gieson, of Messrs. Jardine, Matheson & Co., who performed the duties of best man, while Messrs. Geo. H. Potts, J. Johnson, E. E. Deacon, and M. Anderson, acted as ushers. After the ceremony a reception was held at St. John's Place. A large number of wedding gifts were received.

SANITARY BOARD PROSECUTIONS.

ALLEGED ILLEGAL ACTION.

At the meeting of the Sanitary Board last evening a lengthy communication was read from Mr. Ahmet Rumjahn respecting certain lime-washing prosecutions, instituted by Senior Inspector Lyons, in the eastern district. In the course of his letter he wrote that, from interviews he had had with some of the owners who had been prosecuted and convicted for failing to carry out lime-washing work to the satisfaction of the Inspector, he was convinced that the proceeding of the Inspector confirmed his allegations that if owners of property had been fairly treated there would not be any necessity for prosecutions. He detailed the result of various visits to the Tai Hang Village, Causeway Bay, and concluded his letter as follows:—There have been about twenty other prosecutions against tenement houses, but some of the tenants assured me that the Inspector never saw their houses before summoning the owners and getting them fined. I informed the Hon. Brewin the next day of what I had heard and seen in the village and also what I had noticed about the condition of the latrine on top of Ship Street. I believe he has seen the owners and occupiers of the houses mentioned herein. Mr. Rumjahn informed the Board that after reading the report of Dr. Barnett he had again visited some of the houses in question and was convinced that they were not occupied by members of more than one family. The law required that a house or part of a house if occupied by members of more than one family had to be lime-washed biennially. The houses he had visited, although exempted from the operation, had been lime-washed twice this year and yet the owners were prosecuted and fined. He was informed that Insp. Lyons, who took out the summonses, had not visited the houses and made inquiries. It was his bounden duty to do so before prosecuting those innocent poor people. He had simply made out the applications; got them initiated by somebody in the office, took out a summons and got the owners fined. This was a very serious matter.

Dr. Atkinson.—The Magistrate has already decided that they are tenement houses. Mr. Rumjahn.—Perhaps the Magistrate had not his attention drawn as to whether the houses were occupied by members of more than one family. It was not a question of tenement houses.

Hon. Brewin said he had been through the houses mentioned by Mr. Rumjahn. He certainly found three of them were occupied by members of one family. He was surprised that the Inspector should have dreamt they were not so. The houses were perfectly clean and well lime-washed. He felt quite sure the Inspector had made a mistake. The Board was not bound by the decision of the Magistrate.

Mr. Howell.—Would it not be advisable to make some definite rule with regard to family houses? The description given by Mr. Brewin and Mr. Rumjahn leaves no room for doubt as to the nature of these houses. The inspectors should be instructed in the case of a family house not to enforce the law.

Dr. Barnett.—This has already been done. Mr. Rumjahn.—It is not a question of giving instructions to the inspectors. They all know it. It was so stated in the Ordinance. What was required was the prevention of indiscriminate prosecutions.

Dr. Atkinson.—I beg your pardon. All applications for summonses have to be initiated by a Medical Officer of Health. There have not been any indiscriminate prosecutions.

Mr. Rumjahn.—Have not the persons I have referred to been illegally and indiscriminately prosecuted? What about the fines inflicted? We should recommend the Government to refund them. They were fined \$7 each and that amount was a large sum to these poor people.

Mr. Pollock thought the proper course would be for the people to petition the Government.

Hon. Brewin.—After the illegal action brought to its notice I do not think the Sanitary Board should sit quietly down and let these people who are at liberty to petition the Government.

Dr. Atkinson.—No illegal action has yet been proved. Mr. Rumjahn has made certain statements, given wrong addresses, and at the last moment corrected the addresses. A further report could be made. Hitherto the Board's officers have acted according to their instructions.

The attention of the inspectors is to be drawn to this matter and further inquiries are ordered to be laid before the Board at the next meeting.

INDO-CHINA CO'S S. S. "PACHILI"

SOLD FOR £7,500.

The Indo-China Steam Navigation Co.'s s.s. *Pachili* has, we learn, been sold, for the third time, for £7,500, though the purchaser's name could not be ascertained. The *Pachili* was built by Messrs. W. Hamilton and Co. at Port Glasgow, in 1874, and is an iron vessel of 1,160 tons gross, her indicated "horse" power being 140. She was first christened *Rio Grande de Sur*, her name being subsequently changed to *Neua*, and later to *Pachili*. We understand that she was sold at a figure considerably above her book-value.

COLLISION IN HONGKONG HARBOUR.

N. D. L. v. B. I. S. N. CO.; LD.

EVIDENCE CONTINUED.

At the Supreme Court this morning before the Chief Justice (Sir Henry S. Berkeley) the Hon. W. Barnes-Lawrence sitting with him in the capacity of nautical adviser and assessor, the taking of evidence in the above consolidated action was resumed. The bulk of the testimony for the plaintiffs has been recorded, and that of the defendants (in the first case) partially heard, the object being to release the witnesses who desired to leave the port in the ordinary course of business.

Hon. E. H. Sharp, K.C., (instructed by Messrs. Johnson, Stokes and Master) represented the North German Lloyd, and Mr. M. W. Slade (instructed by Mr. John Hastings) the British India Steam Navigation Co., Ltd.

Mr. F. S. Jertrum, the chief officer of the *Wongkol*, was called and continued his evidence. He remembered the evidence he gave on the previous day regarding the numerous craft floating about the harbour upon their entrance. With regard to two of them, which were apparently proceeding west their red lights were burning brightly. He did not notice them at the time of the collision, because he was attending to his ordinary duties, but he would say that at the time they must have been bearing North to North-East. They would be probably about 300 yards apart. Just before he dropped the port anchor, he knew, both from the telegraph and the shaking of the rigging, that the vessel was going full speed astern, and she continued to do so until he reported to the bridge that his chain was tight. The ship's whistle blew three short blasts. The vessel commenced to swing and at the time of the collision was heading E. by S. E. Shortly before he dropped his anchor, perhaps a little less than half a mile away, he saw the *Ujina*. He saw her red light and her two mast-head lights well open, from which he inferred that she was going to pass between them and the land. There was another ship at anchor between them and the land, and had she continued on the course he imagined she was steering she would have passed between the land and that other ship, which turned out to be the *Brunhilde*. Just before the collision he heard them drop the anchor on the *Ujina* and immediately afterwards she crashed into the *Wongkol* at an angle of almost ninety degrees. He noticed particularly the smart way in which the side lights were removed and blown out, and the riding lights hoisted. The foremost riding light was about 35 feet above the forecastle head, and the after riding 16 feet above the poop deck, which was exactly on a level with the forecastle head. He would think the forecastle head of the *Ujina* was quite as high as their bridge, whilst the bridge of the former must have been at least seven or eight feet above her forecastle head. The boatswain had strict orders to station his men to change the lights and report to witness as soon as it was carried out. This took place in this case.

At this stage the chart was placed before the witness, and before the Hon. Barnes-Lawrence explained the relative positions of the two vessels.

His Lordship.—The officer of the *Ujina*, hitherto examined, swear they saw a red light between your two white lights. If that is true, it could not have been red lights of a river steamer?

Witness.—I think it could, because our ship was so much lower than the *Ujina* and the officer on the forecastle head of the former vessel was at least on a level with the *Wongkol's* bridge.

The Hon. Barnes-Lawrence did not think this was impossible, and it was highly improbable. Furthermore he did think that a river steamer would be going out of the Harbour at that time.

His Lordship.—You mean that the port light of the river steamer or launch was turned towards the *Ujina* that half a mile away?

Witness.—Yes; my Lord.

His Lordship.—And that the *Ujina* was high enough above the *Wongkol's* decks to have seen that light?

Witness.—That is my belief.

Hon. Barnes-Lawrence.—It is possible, my Lord.

Witness, continuing, said the *Ujina's* bridge would be at least fifteen feet above their awning, and the river boat's light might have been seen.

Cross-examined.—With a possible difference of three points on the side he would say that the *Ujina* was steering a parallel course to their own. It was possible for the *Ujina* to have seen the red lights of the river steamer, or launch across their bows.

His Lordship.—Is there any evidence that there was a river steamer going out at that time?

Hon. E. H. Sharp.—I have first been informed that one of Messrs. Butterfield and Swire's steamers was leaving at this time. Mr. Geddes has just gone out to make inquiries. I was only informed of this ten minutes ago.

Mr. Slade.—This is very embarrassing for me, as my witnesses have been allowed to go without any questions having been asked on this point in their presence. I think it is very hard upon me.

His Lordship.—You can address me on that point. So far I fail to see that it is any hard upon me.

Hon. Barnes-Lawrence said that when the Captain of the *Ujina* saw the red light so close upon him, as far as he could see from the pilot's vantage, there was only one course, full speed astern. By doing so he thought the collision might have been avoided. If he had even starboarded his helm, although the collision might not have been avoided, it could not have affected the vessel very much as she was deep loaded.

Mr. Slade remarked that it was undeniable that a ship at anchor was not allowed to show a red light at all. Seeing a red light the officer of the *Ujina* at once assumed that she was a ship under way. Whether in porting they acted wrongly on the spur of the moment was another matter, and then arose the question, that assuming the proper seamanship course was to have gone full speed astern, was not the *Ujina* excused by the agony of the moment?

His Lordship said he would hear arguments when the evidence was concluded.

Witness, continuing, said he came to the conclusion that it was a river steamer by the mass of white lights she exhibited—saloon lights.

By the Bench: Until now he never thought of the red light of the river steamer being mistaken for a red light on the *Wongkol*. He was confident of the prompt removal of their lights when the anchor was dropped. At the time of the collision the *Wongkol* was drawing 15 feet forward, 16 feet 3 aft, and 15 feet to beam. The ship was able to do twelve and a half knots, but their average speed was only ten knots. Coming into the harbour they were going dead slow, probably not more than four and a half knots.

After the fifth interval.

The second officer of the *Wongkol*, Mr. Bortram, gave evidence, substantiating the testimony previously given by Captain Barnett and the Chief Officer. He was on the bridge at the time of entering the Harbour and produced the log he kept, showing the times, orders, etc., of necessity to be recorded. When the anchor was dropped he saw the starboard light taken in, and carried away at once, as also the port "red" light. The sailors were standing by ready to take away the lamps and he saw both of them removed, and taken away down the respective bridge ladders. Both of them had been extinguished when taken past him. It was the rule of the ship to always put these lights out on the bridge, before taking the lamps below. When the *Wongkol* dropped anchor the *Ujina*, which he could plainly distinguish with his glasses, was steering a parallel course to them, her two top-lights and her red side light being easily discernible. At that time there was no danger of a collision. A little time later he saw the *Ujina's* green light and he came to the conclusion that she was steering with the intention of passing behind them. He did not anticipate the possibility of a collision until he saw the *Ujina* drop her anchor, she being at that time about a ship's length away from them.

Cross-examined.—He was watching the *Ujina* all the time practically. She might have been obscured for a very short time between Hongkong Island and Green Island light. Just at the time of anchoring, he was observing the *Ujina* very closely, but at that time he did not notice her lights closing in. After he had anchored, a few minutes later, he did so. He was quite sure it was not before they anchored that he noticed any change in the bearing of the lights. He did not take a compass bearing, but merely with his eye.

Mr. Herman Seashill, chief engineer of the *Wongkol*, spoke to being in charge of the engines at the time of the collision.

At this point, Mr. G. P. Lammer was sworn in as German interpreter.

Witness said the second engineer was in the engine room working the lever, and the third engineer was also below keeping the log. The official engine room log was produced. The collision caused a very nasty shock to those in the engine room. Henrik Haesloot, third engineer of the *Wongkol*, spoke to keeping the entries as to times, etc., in the engineer's rough log, which he said were quite correct.

Carl Friedrich Wolfram, second officer of the *Brunhilde*, spoke to seeing the *Wongkol* come in from the Sulphur Channel on the night in question and anchor close to them on the north side. As she came in she was going very slowly through the water, and shortly before she dropped anchor he heard three blasts on the whistle. He heard the anchor drop, and then saw the mast head light and the green side-light disappear, while at the same time he saw anchor lights being hoisted. He saw the *Ujina* coming up behind, apparently about to pass, between the land and his ship. It seemed to him she was coming into harbour at full speed. He then saw the *Ujina* changed her course in a "hothouse" direction towards the *Wongkol*. The *Ujina* then dropped one of her anchors, and the collision took place shortly afterwards.

The Court adjourned at 4.15 p.m. until 10.30 a.m., to-morrow.

AN ILLEGAL CHINESE DOCUMENT.

At the Civil Summary Court this morning, before Mr. T. Sercombe Smith, (Judge) the Tsui Yuen firm of Chinese bankers at Canton, proceeded against a local merchant, named Chan Tsat for the recovery of \$150, being money lent under a Chinese document.

Mr. Otto Kong-Sing appeared for the plaintiffs and Mr. R. A. Harding for the defence.

It appeared that in July last, defendant went to the plaintiffs and obtained a loan of \$150 in return for which he signed a Chinese document.

Mr. Harding contended the *locus standi* of the plaintiffs, contending that the document not having been signed in the Colony, and not being stamped, was of no use here.

Mr. Otto Kong-Sing had no argument against this contention, and

His Honour non-suited the plaintiffs.

SHIPPING AND MAILS.

MAILED DUE.
American (*America*) 17th inst. 4 p.m.
English (*Nubia*) 19th inst. noon.
Canadian (*Empress of Japan*) 21st inst.
Australian (*Eastern*) 22nd inst.
American (*China*) 22nd inst.
German (*Prinz Regent Luitpold*) 22nd inst.
Indian (*Namanga*) 22nd inst.
German (*Prinz Eitel Friedrich*) 24th inst.

The S.S. *C. P. R. Co's s.s. Athenian* arrived at New York on 13th inst.

The I. C. S. N. Co's s.s. *Namang* from Calcutta and the Straits left Singapore for this port on 15th inst. at 5 p.m.

The T. K. K. Co's s.s. *America* from with mails, &c., left Shanghai for this port yesterday at noon, and is due here on 17th inst. at 4 p.m. The P. M. S. Co's s.s. *China* with mails, &c., from San Francisco to the 24th ult. via Honolulu, has arrived at Yokohama, and left for this port via Island Sea, Kobe, Nagasaki and Shanghai on 13th inst. and is due here on 22nd inst.

TELEGRAMS.

(Reuters).

The Russian-British Commission.

LONDON, 14th November.
The St. Petersburg correspondent of the *Times* states that Vice-Admiral Sir Lewis Beaumont has been appointed British representative on the Russian-British Commission.

LATER.

The appointment of Vice-Admiral Sir Lewis Beaumont is confirmed.
[Sir Lewis Beaumont, K.C.M.G., R.N., is commander-in-chief of the Australian Station prior to which he held a similar appointment on the Pacific Station.]

The United States Navy.

The increase of the personnel of the United States Navy will more than double the present personnel. This increase is in connection with a new building programme.

The Anglo-French Agreement.

The Chamber has ratified the whole of the Anglo-French agreement.

The War.

There are over 86,000 sick and wounded, in terribly overcrowded hospitals between Baikal and Mukden.

Death of Cardinal Mocenni.

Cardinal Mocenni fell dead in the Consistory to-day.

Blizzard in America.

There has been a tremendous blizzard in America which has cut New York from communication with the west and south.

The Japanese Loan.

The Japanese loan appears to be an unqualified success, and applications are pouring in from all quarters, including Paris.

Real Story of Port Arthur.

London, 5th November.

Reuter's correspondent with the Japanese at Port Arthur cables a despatch of 5,000 words describing the progress of the siege from day to day.

It furnishes a remarkable history of a tremendous struggle, with incessant frantic assaults upon impregnable defences, whereas hitherto only glimpses have been obtainable.

The Russian search-lights and star shells seem to have conducted largely to rendering the hard-won trenches untenable.

During the week from the 7th to the 24th August, the Japanese lost 14,000. Only 200 survivors were left out of one regiment, 2,500 strong.

Beri-beri raged during the wet months, owing to the rice fermenting.—*Straits Times*.

S. S. "AGINCOURT".

While nothing has been definitely settled as regards the arrangements for the repairs to the *Agincourt*, now lying at the Kowloon Docks, we learn that Mr. Turnbull, representing Messrs. Farham Boyd, of Shanghai, has arrived from Manila, to inspect the wrecked vessel, with a view to tendering for her necessary repairs, thus bringing the northern port's docks into competition with those of this Colony. But in view of the fact that the vessel was salvaged by local experts, the vessel is here, and that in the existing monsoon, rather it would be extremely risky to take her to Shanghai, the vessel's remaining here for her repairs must naturally be hoped for, especially having regard to the success achieved in the case of the *ss. Pembroke*, and we can scarcely think the underwriters would be so ill-advised as to take this vessel out of this harbour before she is entirely repaired and rendered once again seaworthy in every respect.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

V.R.C. REGATTA.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
SIR,—I have just had an opportunity of seeing a programme of the forthcoming regatta, which announces that out of 13 races 5 are open to Clubs other than the V.R.C., under certain conditions. These conditions this year are somewhat extraordinary, at any rate, for Hongkong. The condition to which I wish to call attention more particularly is attached to each of the five open races, and is, that the race is to be rowed in boats the property of the competing club of unit; which means, that any club possessing a superior racing boat would have an immense advantage. There is no time now for any club to have a boat built before the Regatta, and the fact that the V.R.C. have had them built would lead me to suppose that the condition had been framed to suit that circumstance. It has been the custom, in past regattas, that, if a competing club elected to row in its own boat, the opposing clubs have the option of rowing in similar boats possessed by the competing club, so electing, in which case the boats to be drawn for, and in the case of at least one of the five—the Challenge Cup—or perhaps better called the Inter-club Challenge Cup, this is one of the conditions laid down by the donor (the Hon. F. H. May) and which cannot be set aside without his permission.

The next race calling for special remark is the International Challenge Cup, and to tack such a condition to this race is absurd. It is not an inter-club race; but is open to any national crew in the Colony, and the Hongkong Club, I am sure, would be glad to lend a boat to any crew who wished to compete, and which need not be composed of members of any club. I do not know the conditions attached by the donors of this cup, but I think that, in this instance, they are being broken in the spirit if not the letter.

The Ladies' Prize is this year to be open to members of the V.R.C. only; it was not always so, and it is well that the ladies who are subscribing should be made aware of the fact. It should not be forgotten that the expenses of the regatta are defrayed almost entirely by public subscription, and the V.R.C. is no longer the representative rowing club of the Colony. It would be more sporting and better policy if the V.R.C. made the Ladies' Prize an open race, at least for Hongkong clubs, and that the other five open races were run under the same conditions, as to boats as the Inter-club Challenge Cup.—Yours truly,

C. H. GALE.

Hongkong, 16th November.

INTERPORT CRICKET.

SHANGHAI v. STRAITS.

WIN FOR STRAITS.

BY 52 RUNS.

The Southmen opened their second venture with Hubback and Wyatt at twenty minutes to four yesterday afternoon. Potter, sending down the first over to Hubback, who snicked a couple of singles. Lanning was the opening bowler at the Pavilion end. Wyatt had a narrow escape of being run out, but just got in time. Potter then caught Hubback off Lanning when he had scored 1. One for a single.

Barrett was next in. Both men were playing cautiously and taking no liberties. Wyatt put Potter to the long field for a single, and O. V. Lanning shortly after gave him a "life." Barrett was scoring principally singles. Wyatt now got another lease of life, Wallace letting a catch in the long field escape through his fingers. He was not to stay much longer, however, for he drove one to mid-on and Moule effected a beautiful catch with his right arm extended. He had scored 7. Two for 10.

Bradbery filled the vacancy Barrett made a bad stroke behind the wicket off Potter, and Dew just failed to reach it by inches. Runs were coming very slowly, but at last Bradbery opened out and drove Lanning to leg for four, the 20 then being on the board. Moule was applauded for stopping a hard drive from Barrett to long on, and thirty was shortly after signalled. Bradbery drove Lanning to long off for a couple. Play was still of a slow order, forty minutes having been taken to compile 30. Turnbull now went on in place of Lanning, who had proved somewhat expensive. One of Turnbull's deliveries went to the screen for a couple of byes. Dew went on for Potter at the eastern end when forty was on the board. Barrett put Dew nicely to the on boundary, and the fifty was telegraphed. Bradbery then registering four behind the wicket off Turnbull. He then drove the same bowler to long off for another four. T. Wallace went on for Turnbull at the pavilion end. At this time the Naval Yard people thought fit to allow some of their smoke to partially obscure a view of the play. Bradbery now woke up, and turned Dew prettily to leg for four, shortly after getting Wallace away to the on for a similar number, 70 now appeared. Barrett then got Dew to leg for 3, all run. Lanning went on *vice* Wallace at the western end and sent down the last over of the day. Bradbery putting him to the off for a single, and Barrett following suit. Stumps were then drawn with Singapore 80 for the loss of two wickets.

TO-DAY'S PLAY.

The morning opened crisp and fresh, with a gloriously clear unclouded blue sky, save for the efforts of the Naval Yard people to obscure the eastern horizon. The hopes of the Shanghai supporters had risen on the previous day when two of Straits' best bats had been disposed of for twelve, but Barrett and Bradbery had put a different complexion on affairs, and when the game was resumed this morning the score board read 80 for two, and the batsmen were well set. A bright sun counteracted the nippiness in the atmosphere, in a most pleasant fashion. The attendance ere the game started was but meagre, the stands being almost empty. An inspection of the wickets proved them to be in good condition, if anything inclined to crumble a trifle at either end. The ground presented a most picturesque appearance, with its crimson-draped stands with flowing coloured streamers. To the right of the pavilion were the flags of the three contending teams floating gracefully in the slight breeze. At the eastern end of the ground in the centre of the visitors' stand, on the Queen's Road side, the Union Jack was flying.

Barrett and Bradbery, the overnight not out, resumed their innings this morning at 10.35. They had put up a most valuable partnership when two wickets had fallen very cheaply, and when stumps were drawn the board showed a total of 80 with their wickets still intact. Barrett's score stood at 31 and Bradbery's at 33.

Potter sent down the first over to Barrett, and he put him past mid-off for a single off his third ball. Lanning went on at the pavilion end, and Barrett turned his first ball prettily to leg for three. One of Potter's off-breaks now eluded Wallace, and travelled to the rear of the wicket for a single. The next met with a similar fate, completely beating both batsmen and stumper. 50 was then signalled on the "totaliser." Bradbery now called Barrett for a somewhat risky run, and he returned the compliment off Potter's next. Rather dangerous manoeuvres, though! The score was slowly mounting by singles, but Bradbery infused a little spice into the play by lifting Potter to the cardinal coloured pavilion for the first four. Both men were playing sound and steady cricket and looked good for a lot more runs. Barrett opened his shoulder to Potter now, and, with a beautiful drive past the bowler, brought up the century. The two men had become associated when the total was twelve for the loss of two wickets, and had carried it to the century with the partnership still unbroken. Barrett was laying the wood on now in splendid style, and again put Potter past the screen for four. But off Potter's next delivery he was destined to meet his fate, for, spooning a ball over the wicket, Wallace made no mistake. He retired with 49 to his credit. Three for 110.

Whitley was Singapore's next representative. His lease of life was but short, however, for, touching one of Lanning's specials, Dew took him, right arm extended, third man before he had scored. Four for 111.

Rees next faced Potter, and with his advent Bradbery snicked a ball hard past Dew, who got the fingers of his left to it, but found it too hot to hold. This was Bradbery's first chance. The Shanghai fielding was very keen, and only singles were coming at this period. Rees was playing a straight bat to Potter, and getting most of his runs in front of the wicket. Rees brought up 130 with a push to square leg off

Lanning. Bradbery's innings was now brought to a conclusion, and Wallace effecting a neat catch behind the wicket off Lanning's bowling. The outgoing batsman had compiled 47. Five for 124.

Talbot, the skipper, stepped into the breach and played the rest of the over from Lanning carefully. Potter got a clap for stopping a hard return from Rees, and then A. Moule allowed a drive by Rees to the on to escape to the boundary. Talbot played a ball from Lanning almost on to his wicket, but it just cleared the off-stump. He then got that bowler away through the slips for a unit. Talbot brought up 130 with a forward drive to the off from Potter. That bowler, with his next ball, found his way to the wicket, when the batsman had two to his credit.

Six for 131.
Perkins now took his stand with Rees. A single by Rees brought the new batsman in front of Lanning and he opened his account with a cut to the off for a single off the last ball of his over. Potter then sent down a straight slow, and Perkins misjudged it, and lost his "middle." He had only a single to his credit.

Seven for 133.
Cochrane was the next man out. He did not shape at all confidently to Potter, Rees was still playing steadily, and at length got Lanning away to the pavilion for four, followed by a straight drive to the off for a single, Turnbull making a smart return. 140 was now telegraphed, and Rees then drove Potter away past the seven for another four. The over closed with a snick through the slips by Rees off Potter for a single. 8 Wallace was now applauded for a smart boundary save from a drive to the off by Rees. Potter sent down a "maiden" to Cochrane, who was taking no chances. Rees now drove Lanning to the on boundary. A. Moule jumped at the ball, but could not reach it. This brought up the 150. Rees now ran in to change his bat, and celebrated the incident with four to the on off Potter. He then jumped out to meet that bowler, and drove him to long off for another four. This brought up 160. Rees was doing all the scoring, and was giving a delightful exposition of free cricket. Dew then gave him a "life" in the slips off Lanning, who, however, was shortly afterwards compensated by scattering Cochrane's timber, when his score stood at a single. Eight for 164.

Stronach now advanced, and Rees went to meet him, no doubt to give him a few hints. He made a fluky stroke off Lanning's first for a single. Rees made a lolly hit off Potter, and that bowler, after awaiting it patiently, considerably allowed it to slip from his grasp. Rees was certainly being favoured by Fortune. His reign was shortly afterwards brought to a conclusion, for he returned once into Lanning's hands, and he availed himself of the opportunity of improving his analysis. Rees had totalled 43. Nine for 167.

Parsons now joined Stronach. After Parsons had scored four to the off he gave a hard chance to Lanning off his own bowling. An appeal for leg before was made against Stronach off Lanning, but the batsman got the decision. Parsons then cut Potter to the boundary for four, Turnbull vainly trying to intercept the ball. This allowed 180 to be signalled. Stronach did not appear any too much at home with Lanning, who was bowling at great pace, but at length pulled him to square leg for a single. Parsons then contributed to the score with a forward drive off Lanning past that bowler for a single. He followed this by a vigorous left to long off for four and then the end came Dew, who had relieved Potter clean bowling him, with his score at 22. All out for exactly 190. Shanghai had to get 166 to win. The innings had closed at twenty minutes past twelve.

SHANGHAI BAT AGAIN.

At twelve-thirty the bells sounded, and Shanghai went to the wickets on their second venture. V. Lanning and Parkes being first associated, and Rees taking the opening over. With his first ball he cleared bowled Lanning. One for nothing—a bad start.

M. H. Moule followed. Parkes now got Rees away to leg for four. Wyatt, the left-hander, went on the eastern end. Moule got going, and cut him prettily to the on for four, notching a single off the next ball. Parkes then snicked him through the slips to the boundary, and he was hoisted. Another disaster was to befall Shanghai for, Wyatt, who was making the ball break a lot, got Moule out leg before when he had scored 7. Two for 15.

Dew now partnered Parkes. Rees seemed to be dead on the wicket, and needed a deal of watching. Dew now lifted Rees high into the pavilion on the Queen's Road side of the ground for six. Parkes shortly after put the left-hander through the slips for a single, Dew then sending him to the off for the same figure. With the 20 up Parkes again got Wyatt away through the slips, but only a single resulted. Parkes turned a well pitched ball from Rees high to leg and Perkins effected a neat catch. He had scored 10. Three for 25.

Turnbull was the ensuing batsman. Dew notched a single off Wyatt, and then Turnbull faced that bowler, and opened his account with a forward drive for a single—a somewhat risky run. The next ball from Wyatt again spelt disaster for Shanghai, for Dew played forward, missed the ball, and heard an ominous rattle behind that necessitated his retirement, with his score at 9. Four for 27. Things were looking gloomy!

Potter joined Turnbull and after Wyatt had sent down one ball the bell sounded foriffin.

AFTER Tiffin.

A little promiscuous practice was indulged in before the bell sounded for the resumption, several of the batsmen who were to do duty for the northern port taking the opportunity of applying a little oil to their bearings.

Turnbull and Potter stepped forth at two o'clock to endeavour to augment the somewhat inglorious total of 27, for four. Rees sent down the first over to Turnbull, who got the last of the six away through the slips for

a single. Wyatt continued at the Naval Yard end. With 30 up Turnbull snicked a ball off Wyatt right into Parsons's hands at slip, and he had to give way to O. V. Lanning when he had only a couple to his account. Five for 30.
The "ros" seemed difficult to understand, for the wicket and the light were excellent, the bowling did not appear very deadly. Potter made several ineffectual attempts to get Rees away to leg, and was playing in very uncertain style. "Over" brought O. V. Lanning opposite Wyatt. He was not to do great things, for a ball from Wyatt broke in, and an appeal of "How's that," caused him to vacate his position with a cypher opposite his cognomen. Six for 30.

The question now seemed to be—Would the tide total a hundred, and "save face." It seemed very much open to doubt. More than half the wickets were down and the Shanghai side did not appear to "wag" to any great extent. T. Wallace was Potter's next partner. With his advent Rees sent down a no-ball. Potter then lifted Rees into the long field, and Talbot failed with what seemed an easy catch. Wallace now got going on the leg side, and scored two boundaries in succession off Rees, the second of which Perkins should have prevented. Wallace had scored twelve in the one over. He was shaping more confidence than any of his predecessors had shown. With 40 up Whitley went on for Rees at the pavilion end, and in his first over had Wallace at a loss on more than one occasion. Potter soon after noched a single with a forward drive off Wyatt, but runs were now coming slowly. One of Whitley's off breaks to Potter then "ran the blockade" and went for a couple of extras. Potter brought up the fifty with a hard drive to long on off Whitley, but the depressed Shanghai supporters could not raise a chair to greet the incident. Hubback now caused some amusement by jocularly tapping Potter's balls as a reminder of the penalty likely to be incurred by stepping out to meet the bowling. Both men now added a few singles, but the Straits' fielding was keen. Potter got hold of one of Whitley's specials and lifted it to the leg boundary for a welcome four, and then put him to mid-on for a single. Wallace then had a turn, and drove the sand bowler past the pavilion for another four, and sixty appeared. Bradbery now went on in place of Wyatt at the Naval Yard end. He sent down a fast, but after fumbling a bit, got him to mid off for a single, the next ball going to the screen for byes. Cochrane went on *vice* Whitley, who had proved somewhat expensive. He bowled a slow left hand off break, and Potter soon got under him and drove him to the off for four. Wallace got Bradbery away to leg for a couple and the seventy was telegraphed. Wallace now made an effort to get Cochrane round to leg, but missed the ball, and had his off stump shifted. He had completed 21. Seven for 72.

S. Wallace went in with Potter who got Bradbery away forward for a single, and S. Wallace opened with a similar figure, through the slips when he faced that bowler. Parsons now relieved Bradbery at the Naval Yard end, and Potter put him through the slips for a single. It seemed as though the Straits were testing their full bowling strength with a view to their match with Hongkong on the morrow. Potter was playing good cricket, and got the new bowler away past pot for a single. Hubback made a loud appeal for stumping against Wallace, but the batsman got the verdict. He sent the next ball to the on boundary, and so went up. Wallace now got Cochrane away to the leg boundary in good style, another ineffectual appeal by Hubback, this time against Potter. Wallace now lived up, and got Cochrane to the on for a four, the next ball travelling past the screen for a couple of byes. Wallace then touched a ball from Parsons. It rose high to the rear of the wickets and Whitley just touched but could not hold it. Rees now took another turn with the leather in place of Cochrane, 90 being on the board. He placed his field in a peculiar fashion, only having two men on the off side. Potter got Parsons away for two with a neat off cut, and then smashed Rees to the rails for four. A single bye brought up the hundred, amid cheers. Shanghai's hopes were now rising. Another single to Potter off Parsons. Potter was playing grandly, and now lifted Rees into the visitors' pavilion for six, amid applause. Wallace was showing very weak form on the leg side, repeatedly playing risky strokes, and making wild slashes into space. Wyatt now went on for Parsons, and Potter played him forward for a single off his first ball. Potter now met with disaster, for lifting Rees high, Barrett made no mistake with the catch. He had contributed 34. Eight for 109.

A. H. Moule was next in, and before he scored Rees closed his account for him by scattering his wicket. Nine for 110.
Dunman, the last man, now came out, and the result was a foregone conclusion. He opened with a single off Rees. Shanghai had now to obtain 50 runs to win. Wyatt completely beat Dunman on several occasions, and at length uprooted his middle, and the innings closed at half-past three, for 113. S. Wallace not out 14. Straits thus winning by 52 runs.

As the team returned to the pavilion the Straits representatives gave three cheers and a "tiger" for their opponents which was returned.

STRAITS—SECOND INNINGS.

T. R. Hubback, c Potter b Lanning	1
F. W. Wyatt, c Moule, b Lanning	1
M. H. Barrett, c T. Wallace, b Potter	49
E. H. Whitley, c Dew, b Lanning	0
H. Bradbery, c T. Wallace, b Lanning	47
H. Talbot, b Potter	2
C. Cochrane, b Lanning	1
A. Stronach, not out	2
P. Perkins, b Potter	1
R. B. Rees, c and b Lanning	43
E. D. Parsons, b Dew	21
Extras	15
Total	190

SHANGHAI—SECOND INNINGS.

V. H. Lanning, b Rees	0
H. R. Parkes, c Perkins, b Rees	10
W. H. Moule, l.b.w. b Wyatt	7
G. Dew, b Wyatt	9
W. J. Turnbull, c Parsons, b Wyatt	2
F. W. Potter, c Barrett, b Rees	34
O. V. Lanning, l.b.w. b Wyatt	0
T. Wallace, b Cochrane	21
S. Wallace, not out	14
A. Moule, b Rees	0
C. Dunman, b Wyatt	1
Extras	15
Total	113

STRAITS—SECOND INNINGS.

T. R. Hubback, c Potter b V. H. Lanning	1
F. W. Wyatt, c Moule, b V. H. Lanning	1
Capl. E. I. Barrett, not out	31
E. Bradbery, not out	3
Extras	8
Total	44

BOWLING ANALYSIS.

STRAITS—SECOND INNINGS				
	O	M	R	W
Rees	11	3	40	4
Wyatt	11	3	21	5
Whitley	11	3	11	0
Bradbery	3	0	5	0
Cochrane	6	3	12	1
Parsons	6	0	9	0

SHANGHAI—SECOND INNINGS.

	O	M	R	W
Potter	11	9	67	3
V. H. Lanning	11	2	66	0
Turnbull	3	0	17	0
Dew	4	0	20	1
S. Wallace	3	1	5	0

HONGKONG v. STRAITS.

To-morrow the Hongkong team will meet the Straits XI, play commencing at 10.30 a.m. The Straits team will be the same as to-day, but the eleventh man for Hongkong is uncertain as Sercombe Smith cannot play. Walter Dixon will probably fill the vacancy.

POPULAR LITERARY CLUB.

The Union Literary Club has now a membership of 110, and each Thursday many of those who have subscribed their modest dollar enjoy, with their friends, most interesting evenings. To-morrow, at 9 p.m., the Hon. F. H. May, C.M.G., is to lecture on Irish Wit, the chair being taken by the President, the Rev. C. H. Hickling. The public being admitted there shall be a large audience. Mrs. May will be present and one may rely upon spending a pleasant evening. The hon. secretary, Mr. E. F. Aucott, endeavoured to persuade H.E. the Governor to be present, but Mr. Matthew Nathan was engaged, and wrote that he would be pleased to attend the lecture on "4,000 years of the Chinese," to be given by Mr. J. Dyer-Ball on the 9th February next. From a syllabus we have before us there is no doubt that many entertaining, as well as most instructive, evenings are being spent each week at the club rooms, and the membership should continue to increase.

CANTON LEPER RELIEF FUND.

Dr. Reattie requests us to acknowledge the further subscription of \$50 to the above fund, from "Parsee friends at Canton." This brings the total amount already acknowledged in these columns to \$110, and we trust that it may be very considerably augmented in the course of the next week or so. It is a most deserving charity, and one that should appeal to every section of the community.

COMMERCIAL.

LANGKAT DIVIDEND.

Mr. Benjamin, Kelly & Potts advise us that they are telegraphically informed that the "Maatschappij tot Mijn-Bosch en Landbouw-exploitation in Langkat" has declared a fourth quarterly dividend of Tls. 5 per share, making so far Tls. 35 for the year, payable on (probably) the 15th December next.

FREIGHT.

LOCAL.

For the week since the 4th inst. ten settlements were effected, four of these being on monthly terms. As regards the others the following are the particulars:—For Newchwang to Canton, shipping companies have succeeded in putting up the rate to 50 cents per picul, at which a British boat was chartered. Japan (freights) are good. From Moji to Hongkong, 12.15 per ton has been paid, and later in the week an Indo-China Co.'s steamer (1,566 tons) secured the improved rate of \$2.30 per ton. For Saigon loading the terms settled were: to one port, Philippines 32 cents per picul and to Hongkong, 13 cents per picul. Another Indo-China steamer (the second of the week's settlements) was booked for Hongkong to Hongkong at \$2 per ton.

SHANGHAI.

Messrs. Wheelock & Co. write in their report of 10th inst.—There has been a slight falling off in the quantity of cargo offering on our homeward freight market since last writing, which, however, was only to be expected considering the time of the year, besides which tonnage is plentiful and prospects for the near future can not be called very bright.

Coastwise—Rates have been maintained all round during the past fortnight, a fact which we attribute principally to the rush of cargo to the Northern Ports before the ice sets in, and although a fall must necessarily take place when all that tonnage is driven to the South we do not expect to see rates affected very seriously as there is promise of good employment in various other directions.

SHANGHAI SHARE REPORT.

The following resumé of the week's share transactions is from Messrs. A. Sullivan & Co.'s report, published on the 10th inst.

The race holidays have intervened since our last report on 27th ultimo, and until the resumption of business there was scarcely anything done. The market has since firmed up all round and higher rates are obtainable for the principal speculative stocks. Indo-Chinas are quieter after the last settlement, and bears are now attempting to lower rates, but with little success. Shanghai and Hongkong Wharf shares have improved five per cent. in quotation and will go higher. Farham Boyds have crept up to Tls. 180 cash and are strong at the close. Langkats have risen to Tls. 320, in consequence of the winter demand for oil from the North setting in at good rates, and shares will advance further in value.

Wharves—Sales of Shanghai and Hongkong Wharf shares have been made at Tls. 165, Tls. 165, Tls. 168, 168½ and Tls. 167½ c.n.f. For December business is reported at Tls. 165, Tls. 170, Tls. 172½ c.n.f. and from the South a cheap lot was secured at Tls. 167½ c.n.f. for the same date.

Shipping—Indo-Chinas were sold at Tls. 93½ to Tls. 95 for last month's clearance. For cash sales have since been made at Tls. 93½. December contracts have been booked at Tls. 93½, Tls. 94, 94½, 95, 95½, Tls. 94½. Tls. 94, 94½, 95, 95½, Tls. 94½. From Hongkong sales are reported at \$114. For March Tls. 97 and Tls. 95 are quoted. Hongkong quotes \$110 and London \$110.10, sales. Tug and lighters have been in strong request all the week and sales have been reported at Tls. 50½, Tls. 52 and Tls. 52½ for "ord." Preference shares have changed hands at Tls. 49 and Tls. 49½.

Docks—Farham Boyds cash sales are reported at Tls. 175, Tls. 177, Tls. 178, 178½, Tls. 179, 180.

December sales have been made at Tls. 180, 180½, 181, Tls. 183, 182, 182½, Tls. 183½, 183½, 185. For March transactions are reported at Tls. 187½. A rush to cover short sales, now that the managing director will shortly arrive in London to complete the reconstruction scheme, is the cause of the strong demand at the close.

Indes—Shanghai have been bought largely by investors at Tls. 120.

Cottons—Ewos have been sold at Tls. 24½ shares are wanted.

Sugars—In Perak's no shares are obtainable at current quotation.—Chinas—There are buyers at \$230.

Mining—A telegram was received from the Wei-Hai-Wei Gold Mines stating that regular crushing started on 27th ult. We are now awaiting the result of first clean up. Shares have been steadily bought at \$24½ and \$25 for cash and are wanted to-day at \$24. December shares have changed hands at \$25.

Tobaccos—Sumatras are in request. Langkats have changed ownership at Tls. 300, 307, Tls. 310, Tls. 312½, Tls. 313, 313½, 315, 315½, 320. For this month's clearance Tls. 315, Tls. 316, 315½, Tls. 316½, 320 and Tls. 322½. December sales have been effected at Tls. 178, Tls. 320, Tls. 321, 321½, 325 and Tls. 327½. March at Tls. 335, Tls. 315, 337½, 340.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

SATURDAY, the 19th November, 190

CONSIDALERS

SS "TOURANE"
COMPAGNIE DES MESSAGERIES
MARITIMES
NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from London, ex
***Cardenau and Grimsby*, and from Havre, ex**
***Al. Colson*, in and about the Steamer**
are hereby informed that their Goods, with
the exception of Opium, Treasure and Val-
uable cargo being landed, and including

Optional Cargo will be forwarded, on inland
information is received from the Consignee
before Noon, TUESDAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Underigned, Goods remaining unclaimed
after TUESDAY, the 22nd November, at Noon
will be subject to rent and landing charges.

All Claims must be sent in to me on or be-
fore the 22nd November, or they will not be re-
cognised.

All damaged packages will be examined on
TUESDAY, the 22nd November, at 3 P.M.

No Fire Insurance has been effected.
L. BRIDOU,
Acting Agent.
Hongkong, 15th November, 1904.

AMERICAN ASIATIC STEAMSHIP CO.
NOTICE TO CONSIGNEES.
FROM NEW YORK, VIA SUEZ CANAL.
THE Steamship

"KISH,"
Captain E. Robertson, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storage Co. at Wanchai, and stored

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 21st instant at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by:

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 14th November, 1904. [133]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"CANDIA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at *their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as

The Goods are landed.
This vessel brings on Cargo —
From London, &c., *ex S.S. Arabia and Cayenne*.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.
Goods not cleared by the 18th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged By

Damage Packages must be sent in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the 31st

E. A. HEWETT,
Superintendent
Hongkong, 11th November, 1904.

"INDRA" LINE OF STEAMERS.
NOTICE TO CONSIGNEES,
FROM NEW YORK,
THE Company's Steamship

"INDRAVELLI,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the

Goods not cleared by the 17th instant, 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damages obtained from the Godown Company within ten days after the vessel's arrival here.

which no claims will be recognised.
Optional Goods will be landed here under
 instructions are given to the contrary, before
 4 P.M., TO-DAY.
JARDINE, MATHESON & Co.,
 Agents,
 Hongkong, 10th November, 1904. (134)

NORDDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"PREUSSEN"
of the **Mannheim Line**

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, **TO DAY.**
No Claims will be admitted after the Goods

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

All Claims must reach us before the 31st instant or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the

Underigned: **NORDDEUTSCHER LLOYD.**
MELCHERS & Co
Agents
Hongkong, 9th November, 1931.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

CONNAUGHT

[illegible]

Per Itinnum, from Coast Ports—Mr. and Mrs. McGregor Forbes, Mr. J. M. Tait, and 6 Chinese.

Passengers departed.

Per Touraine, for Shanghai.—Mr. Leonard Meyer, Messrs. Rudolph Schmid, E. Girault, and Mrs. L. Y. Guilleret and child. Messrs. Lazar, André Auguste, F. Komor, Messrs. Mayer, F. A. Viclal and Anna Achar. For Kobe—10 Chinese. For Yokohama—Mr. B. Andslaff.

Per Breeze of India, for Vancouver, &c.—Capt. E. E. Morgan, Mr. and Mrs. Jas. Keys, Messrs. Lee Dart Toy, W. J. Wright, R. Elliott, Chan Chuk Shan, Lo Du Sang, Nabesara, Mr. R. Fabris, Lieut. J. H. Smith Mr. E. Griffith, Capt. G. P. Morrison, Messrs. A. Cunningham, M. N. Joshi, Messrs. B. and M. Souza, Mrs. Souza's nurse, Messrs. Satvne, Messrs. H. Sharma, W. Harper, Miss Ayano and Mrs. T. H. Grayson, Mrs. Toyoyama, and Mr. H. Richard.

Per Prinz Heinrich, from Hongkong for Bremen, &c.—Mr. Henry Alberta, Mr. and Mrs. Beckmann, Mr. Bosu, Mr. and Mrs. J. Bungas, Jr., Mr. and Mrs. Carter, Mr. H. W. Cave, Messrs Clifton, Dwyer, Mr. R. Ehlers, Mr. and Mrs. Huidekrooff and child, Messrs. Johnson, A. McKay, Capt. Kumpel, Dr. Lux, Lagarde, Mrs. Larsen and child, Mr. Leonard, and Mrs. J. G. Macgregor, Mr. and Mrs. Nutant, Messrs. S. Newhouse, O. Oldershof, Reinhold, Reimann, Rosa, Mr. and Mrs. Samuel, Mr. Franz Schulte, Miss Simpson, Mr. Sing and Mrs. Smith, Mr. A. Tanaka, Capt. L. Toranzo; and Mr. and Mrs. Winkelmann.

Shipping Report.

Str. Halcyon, from Foochow—There to-day fine clear weather, with moderate N.E. wind, from thence to Swatow heavy weather, heavy rain squalls from N.E., from thence Port Jess weather.

Arsenal Street { 8.5 a.m.—11.5 a.m.
 { 2.5 p.m.—5 p.m.
 Mail will close for—
 Canton—Per *Falshan*, 17th Nov., 7.30 A.M.
 Macao—Per *Wingchait*, 19th Nov., 7.30 A.M.
 Swatow, Singapore and Bangkok—Per
Anglo, 19th Nov., 9 A.M.
 Namtau—Per *Tatshun*, 17th Nov., 5 P.M.
 Amboe—Per *Hoi Fui*, 17th Nov., 5 P.M.
 Kongmoon, and Kumchuk—Per *Tak Hing*,
 18 Nov., 5 P.M.
 Canton—Per *Hankow*, 18th Nov., 5 P.M.,
 Canton—Per *Kinshah*, 18th Nov., 7.30 A.M.,
 Canton—Per *Wingchait*, 18th Nov., 7.30 A.M.
 Swatow, Amoy and Foochow—Per *Falshun*,
 18 Nov., 8 A.M.
 Singapore and Sourabaya—Per *Fausane*,
 18 Nov., 2 P.M.
 Manila—Per *Loonshang*, 18th Nov., 3 P.M.
 Shanghai—Per *Taiwan*, 18th Nov., 3 P.M.
 Kongmoon, Kumchuk, Samshui, Shieuhing,
 Kiating and Wuchow—Per *Sanul*, 18th Nov.,
 3 P.M.
 Amboe—Per *Tatshun*, 18th Nov., 5 P.M.
 Amboe—Per *Hoi Fui*, 18th Nov., 5 P.M.
 Canton—Per *Hankow*, 19th Nov., 7.30 A.M.
 Macao—Per *Wingchait*, 19th Nov., 7.30 A.M.
 Amoy and Manila—Per *Rubi*, 19th Nov.,
 7.30 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Molulu and San Francisco—Per *Mongolia*,
 19th Nov., 10.45 A.M.
 Europe, Cey, India, via Tuticorin—Per
Siam, 19th Nov., 11 A.M.
 Macao—Per *Heungshun*, 19th Nov., 1.45 P.M.
 Shanghai—Per *Tandun*, 19th Nov., 3 P.M.
 Shanghai—Per *Foochow*, 19th Nov., 3 P.M.
 Swatow and Shanghai—Per *Choyiang*, 19th
 Nov., 5 P.M.
 Amboe—Per *Tatshun*, 19th Nov., 5 P.M.
 Amboe—Per *Hoi Fui*, 19th Nov., 5 P.M.

Kemp, R. N.
Key, Dr. F.
Lorenzen, Mrs.
McClay, A.
Peterson, Mrs., & child
Perau, Lieut. T.
Robinson, H.
Smith, H. S.
Stephens, H.
Trenmann, Capt.

Harris, Capt. F.
 Mitchell, Mr.
 Monkston, Col.
 Tompkins, Major and
 Mrs. G. S.

eattie, J. M.
 eattie, M. P.
 enson, Major & Mrs.
 entwick, Mrs.
 oyle, Lady F.
 rny, C. F. L.
 runat, P.
 hapman, A.
 hichester, Major and
 Mrs. A. A.
 avid, A. J.
 ixon, Mr.
 ymcock, Lieut. A.
 ot, Capt.
 errier, Col. G. H.
 rant, A. R.
 ardy, Mrs. E. C.
 asson, Mr.
 azland, F. A.
 eermann, Mr. & Mrs.
 P. E.
 ilborow, Mr.
 udig, D.
 ffries, H. U.
 eph, Mr. and Mrs.
 isling, Major C. L.
 rel, K.
 ng, Mr.
 rtin, R.
 osier, Mr.

eadow, Mr. and Mrs.
 Herbert
 Mueller, Consul E.
 Ollis, F. B.
 Ormiston, Major and
 Mrs.
 Phillips, Major
 Pollock, K. C. Mr.
 Post, N.
 Poxton, Mr.
 Ross, Major
 Sawyer, Mrs.
 Smith, C. W.
 Smith, Mr. and Mrs.
 Spalkhaver, W. O. C.
 Stevenson, D.
 Stokes, Mr.
 Stopani, Mr.
 Stoppa, Mr.
 Story, Mr.
 Thomson, Mr. & Mrs.
 W.
 Watkins, R. E., Capt.
 and Mrs.
 Watson, Mr. and Mrs.
 M.
 Wenborn, S. T.
 White, Dr. and Mrs.
 M. J.
 Worsnop, Capt.
 Yates, Mr. & Mrs. C. C.

-CRAIGIEBURN,
 Ratn, Mr. & Mrs. E. A.
 and child
 Smith, E. Grant
 Smith, Mr. and Mrs.
 Grant
 Southam, Mr. and Mrs.
 and child
 Woodward, Mi. & Mrs.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
acility	despatch-vessel...	1,700	4	3,000	Commander Harbord	Hongkong
abin-t	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
gerine	sloop	1,950	6	1,400	Commander R. Noyant	Hongkong
aphinite...	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
adromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ormanney	Wei-hai-wei
atres	cruiser, 2nd class	4,350	10	7,000	Captain Liouet G. Tufnell	Singapore
amble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makin	en route Hongkong
atomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Hongkong
onition	battleship, 1st class	10,300	14	13,000	Captain Fegan	Wei-hai-wei
easy	cruiser, 1st class	12,000	14	21,000	Hon. T. Tudor	Hongkong
erub	water tank and tug	300	—	300		Singapore
piegle	sloop	1,070	10	1,400	Commander L. de W. Satow	Hongkong
ime	torpedo boat destroyer	300	6	5,700	Lieut.-Commander C. Asser	Singapore
harless	cruiser, 1st class	1,580	12	3,700	Commander P. V. Lewis, D.S.O.	Hongkong
ory	battleship, 1st class	12,950	16	13,500	Hon. Stopford	Singapore
andy	torpedo boat destroyer	275	6	4,000		Penang
art	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Hongkong
umphr	storeship	1,640	—	800	Capt. F. M. Rindore	Wei-hai-wei
higensia	cruiser, 2nd class	300	8	7,000	Captain William B. Fawcner	Lui Kung Tao
nus	torpedo boat destroyer	280	6	5,900	Captain J. A. Gregory	Shanghai
naha	river gunboat	85	4	—	Lieut.-Commander J. A. Gregory	Wei-hai-wei
ivianth	cruiser, 1st class	14,700	18	13,500	Captain F. G. Kirby	Yangtze
orhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Wei-hai-wei
ean	battleship, 1st class	12,950	16	13,500	Captain T. G. Grest	Hongkong
ter	torpedo boat destroyer	300	6	6,300		Wei-hai-wei
onls	sloop	1,015	6	1,400	Commander W. H. Nicholson	Hongkong
ambler	surveying-vessel	835	6	650	Commander C. E. Monto	Hongkong
abin	river gunboat	85	2	2,400	Lieut.-Commander Robert E. Vaughan	Saban
asate	sloop	980	6	1,400	Commander Vivian	West River
ndpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Singapore
ipe	cruiser, 2nd class	3,500	8	7,000	Captain C. H. H. Moore	West River
ipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Wei-hai-wei
mar	torpedo boat destroyer	250	6	6,500	Lieut. Q. Craufurd	Yangtze
al	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
etis...	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Hongkong
rend	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Yangtze
ngence	coast defence gunboat	1,153	3	200	Lieut.-Commander R. H. Keate	Hongkong
etal...	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.O.	en route Hongkong
rigo	sloop	980	6	1,400	Commander S. St. John Farquhar	Hongkong
waterwich	torpedo boat destroyer	355	6	6,300		en route Hongkong
hiting	surveying ship	620	4	450	Lieut.-Commander Ernest C. Hardy	Hongkong
odcock	torpedo boat destroyer	350	6	5,900	Lieut.-Commander H. M. Wells	Shantung
oodlark	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Hongkong
	river gunboat	150	2	550	Lieut.-Commander Watson	Yangtze

FRENCH MEN-OF-WAR ON THE CHINA STATION

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
héron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
gué	river gunboat	123	—	500	Lieut. Jeannel	Canton
plé	gunboat	475	3	450	Lieut. Grellier	Haiphong
alanche	river gunboat	140	5	150	—	Haiphong
donette	river gunboat	—	—	150	—	Saigon
ronade	river gunboat	—	—	150	Lieut. Hue	Saigon
ase-tite	river gunboat	140	5	150	—	Saigon
stearnsault	protected cruiser	8,018	18	1,700	Captain V. Poidoux	Saigon
hite	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Baie d'Along
Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Haiphong
cidés	gunboat	645	10	1,000	Lieutenant L'Eost	Saigon
scaras	cruiser	3,985	14	5,300	Commander Amet	Shanghai
oc	river gunboat	303	—	—	Lieut. Mère	Saigon
onégue	destroyer	303	7	6,300	Lieut. Coton	Haiphong
ande	destroyer	330	—	303	Lieut. Jehenne	Saigon
eydon	armoured cruiser	3,976	—	20,200	Capt. Gaudot	Baie d'Along
rit Rivière	river gunboat	—	—	—	Lieut. Fortier	Baie d'Along
quin	river gunboat	200	6	308	Lieut. Corlouer	Haiphong
ellip	destroyer	307	—	300	Lieut. Beaussant	Baie d'Along
rajant	cruiser	1,250	7	2,200	Commander Simon	Shanghai
spb-marjos	—	—	—	—	Armbruster	Saigon
stéalm*	armoured cruiser	9,700	12	16,600	Capt. Danige du Fournet	Saigon
pasquet	destroyer	307	7	6,300	Lieut. Prat	Baie d'Along
cal	river gunboat	—	—	—	Lieut. Audemard	Baie d'Along
bo	cruiser	4,015	27	8,500	Commander Chevalier	Chungking
bo	destroyer	—	—	—	Lieut. Lavissière	Saigon
de	sub-marine	307	7	6,300	Lieut. de Reinach-Werth	Tongki
double	battleship, reserve	9,437	8	6,671	Lieut. Glorieux	Baie d'Along
re	destroyer	—	—	—	Commande C. P. M. Poidoux	Saigon
re	armoured gunboat	1,796	10	1,700	Lieut. Leblai	Saigon
rise	armoured cruiser	10,014	38	20,000	Capt. Duplex	Saigon
ri	gunboat	629	2	900	Capt. Gilbertsuy	Baie d'Along
iang	river gunboat	—	—	—	Lieut. Roque	Hankow
ang	destroyer	350	6	—	—	Upper Yangtze
bas	battleship, reserve	6,150	23	4,400	Capt. Perquem	Saigon
lante	river gunboat	123	7	500	Lieut. Junca	Saigon
						Canton

*Flagship of Vice-Admiral Bayle, Commander-in-Chief.

Continuation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS
AND
GENERAL STOREKEEPERS.

(SUCCESSORS to G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bols. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

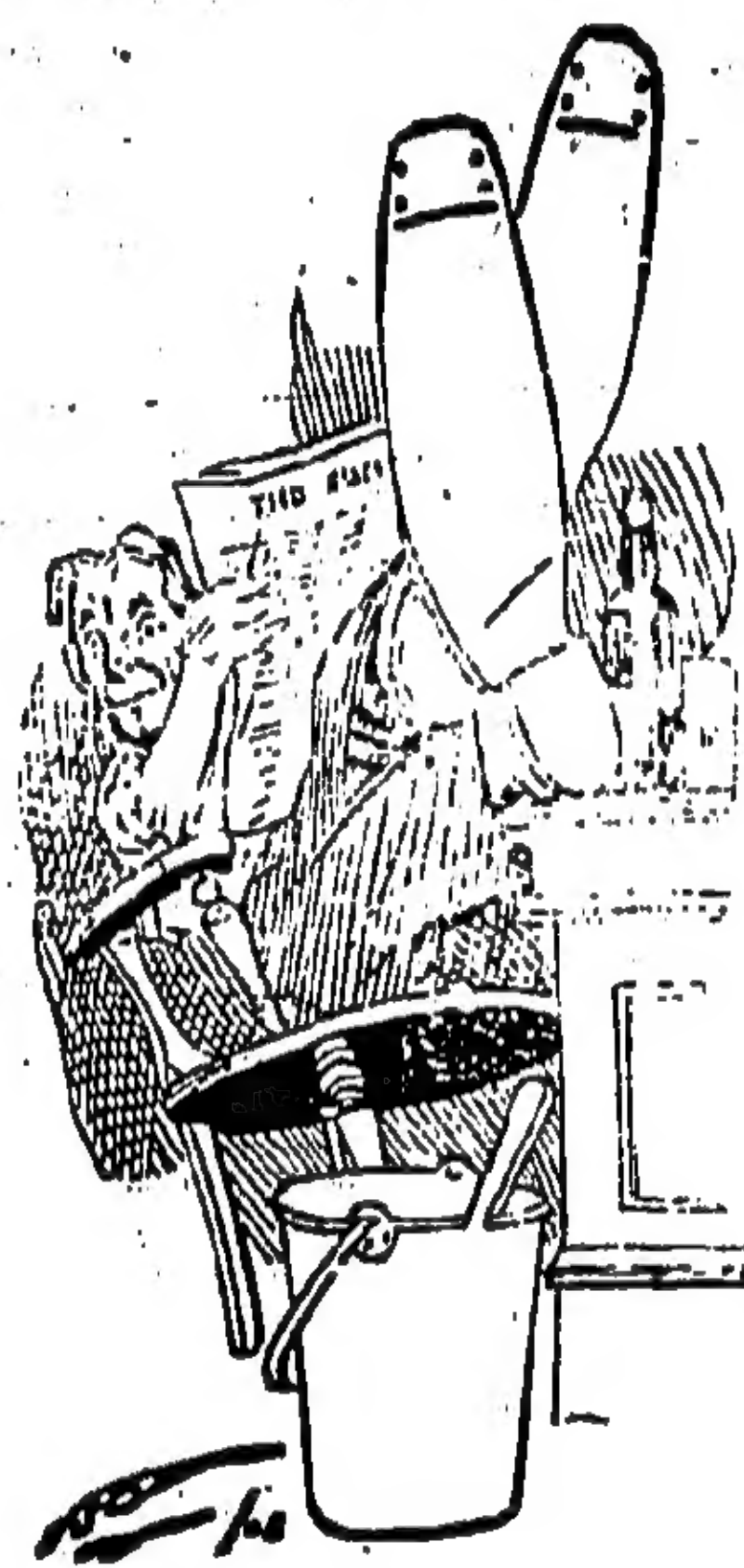
CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial	Moët & Chandon	50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, and itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

- PRICE -

The Litre \$5.00
The Half-Litre \$2.50

CHAZALON & CO.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	REMARKS
BANKS						
Hongkong & Shanghai Banking Corporation	85,000	\$125	\$125	Div. of 1/10 for 1903	\$1.499,554	6% \$1.50 buyers
National Bank of China, Limited	99,925	£7	£7	Div. of 1/10 for 1903	\$21,668	5% \$20 buyers
MARINE INSURANCES						
Canton Insurance Office, Limited	10,000	\$150	\$150	Div. of 1/10 for 1903	\$150,494	6% \$150 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$83.33	Div. of 1/10 for 1903	NIL	6% \$83.33 buyers
North China Insurance Company, Limited	10,000	£15	£15	Div. of 1/10 for 1903	Tls. 217,119	7% Tls. 217 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	Div. of 1/10 for 1903	\$1,078,097	5% \$100 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	Div. of 1/10 for 1903	\$486,284	6% \$100 buyers
FIRE INSURANCES						
China Fire Insurance Company, Limited	20,000	\$100	\$10	Div. of 1/10 for 1903	\$319,247	8% \$10 buyers
Hongkong Fire Insurance Company, Limited	18,000	\$250	\$50	Div. of 1/10 for 1903	\$371,110	6% \$50 buyers
SHIPPING, TUG AND CARGO BOATS						
China and Manila Steamship Company, Limited	30,000	\$25	\$25	Div. of 1/10 for 1903	Dr. \$63,123	5% \$25 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	Div. of 1/10 for 1903	NIL	6% \$50
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	Div. of 1/10 for 1903	\$16,362	10% \$15 buyers
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED	60,000	£10	£10	Div. of 1/10 for 1903	£5,853	10% £10 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	Tls. 55,541	8% Tls. 50 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	Div. of 1/10 for 1903	£19,555	6% £1
"Star" Ferry Company, Limited	10,000	\$10	\$5	Div. of 1/10 for 1903	\$1,287	10% \$10 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	Div. of 1/10 for 1903	\$33,648	8% \$100 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	Tls. 865	10% Tls. 50
REFINERIES						
China Sugar Refining Company, Limited	20,000	\$100	\$100	Div. of 1/10 for 1903	Dr. \$147,717	5% \$100 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	Div. of 1/10 for 1903	Dr. \$73,905	5% \$100 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	Tls. 1,456	4% Tls. 50 sales
MINING						
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	Div. of 1/10 for 1903	£7,820	6% £1 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	Div. of 1/10 for 1903	£4,029	6% £1 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN	16,000	Fcs. 250	Fcs. 250	Div. of 1/10 for 1903	Fcs. 85,706	5% Fcs. 250 buyers
DOCKS, WHARVES & GODOWNS						
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	Div. of 1/10 for 1903	\$28,015	9% \$50 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	Div. of 1/10 for 1903	\$505,471	10% \$50 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	Div. of 1/10 for 1903	\$60,000	5% \$100 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	Div. of 1/10 for 1903	\$3489	6% \$60 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	Div. of 1/10 for 1903	\$40,936	6% \$100 buyers
DO. (PREFERENCE)						
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Div. of 1/10 for 1903	Tls. 48,153	8% Tls. 100 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Div. of 1/10 for 1903	Tls. 48,710	8% Tls. 100 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Div. of 1/10 for 1903	Tls. 30,913	8% \$100 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Div. of 1/10 for 1903	Tls. 6,000	8% Tls. 100 buyers
LANDS, HOTELS & BUILDING						
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Div. of 1/10 for 1903	\$9,989	8% \$25 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	Tls. 655	6% Tls. 50
China Land and Finance Company, Limited	6,000	\$50	\$50	Div. of 1/10 for 1903	\$100,000	7% \$50 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	Div. of 1/10 for 1903	\$11,824	9% \$50 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Div. of 1/10 for 1903	\$51,066	8% \$100 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Div. of 1/10 for 1903	Tls. 680	4% Tls. 25 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	Div. of 1/10 for 1903	\$200,607	7% \$10 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Div. of 1/10 for 1903	\$636	6% \$50
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	Tls. 37,634	7% Tls. 50 buyers
TIENTSIN HOTEL DES COLONIES, LIMITED	1,400	Tls. 50	Tls. 50	Div. of 1/10 for 1903	Dr. Tls. 2,132	7% Tls. 50 buyers
TIENTSIN LAND INVESTMENT COMPANY, LIMITED	7,726	Tls. 100	Tls. 100	Div. of 1/10 for 1903	Tls. 323	7% Tls. 100 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	Div. of 1/10 for 1903	Tls. 5,150	5% Tls. 25 buyers
West Point Building Company, Limited	12,500	\$50	\$50	Div. of 1/10 for 1903	\$1,364	5% \$50 sales
COTTON MILLS						
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	Tls. 11,655	16% Tls. 50 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Div. of 1/10 for 1903	\$21,862	4% \$10 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Div. of 1/10 for 1903	Tls. 88,034	10% Tls. 75 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Div. of 1/10 for 1903	Tls. 15,500	10% Tls. 100 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Div. of 1/10 for 1903	Tls. 5,658	4% Tls. 500 buyers
CIGARS AND TOBACCO COS.						
Alhambra, Limited	300	\$200	\$200	Div. of 1/10 for 1903	\$779	nil \$200
Philippine Company, Limited	67,500	\$10	\$10	Div. of 1/10 for 1903	nil	10% \$10 buyers
MISCELLANEOUS						
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Div. of 1/10 for 1903	Tls. 24,820	8% Tls. 20 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	Div. of 1/10 for 1903	Tls. 25,000	7% \$10 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	Div. of 1/10 for 1903	\$10,000	5% \$10 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	Div. of 1/10 for 1903	\$5,500	5% \$10 buyers
Central Stores, Limited	6,000	\$15	\$15	Div. of 1/10 for 1903	\$10,000	11% \$15 buyers
DO. (FOUNDERS)						
Do. (New Issue)	123	\$15	\$15	Div. of 1/10 for 1903	First year	6% \$15 buyers
China-Borneo Company, Limited	24,000	\$15	\$15	Div. of 1/10 for 1903	First year	6% \$15 buyers
China Flour Mill Co., Limited	60,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	Div. of 1/10 for 1903	First year	6% \$7 1/2 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	First year	6% Tls. 50 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	Div. of 1/10 for 1903	First year	6% \$50 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	Div. of 1/10 for 1903	First year	6% \$25 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
Hall & Holt, Limited	21,000	\$20	\$20	Div. of 1/10 for 1903	First year	6% \$20 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	Div. of 1/10 for 1903	First year	6% £10 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	Div. of 1/10 for 1903	First year	6% \$100 buyers
Hongkong Ice Company, Limited	5,000	\$15	\$15	Div. of 1/10 for 1903	First year	6% \$15 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	Div. of 1/10 for 1903	First year	6% \$50 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
Katz Brothers, Limited	10,000	\$100	\$100	Div. of 1/10 for 1903	First year	6% \$100 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	Div. of 1/10 for 1903	First year	6% \$100 buyers
Maatschappij tot 'Mijn. Bosch en Landbouwwerk	25,000	Gs. 100	Gs. 100	Div. of 1/10 for 1903	First year	6% Gs. 100 buyers
Maatschappij tot 'Mijn. Bosch en Landbouwwerk	25,000	Gs. 100	Gs. 100	Div. of 1/10 for 1903	First year	6% Gs. 100 buyers
Maynard and Company, Limited	3,400	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	Div. of 1/10 for 1903	First year	6% \$50 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	Div. of 1/10 for 1903	First year	6% \$50 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Div. of 1/10 for 1903	First year	6% Tls. 50 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Div. of 1/10 for 1903	First year	6% Tls. 50 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Div. of 1/10 for 1903	First year	6% Tls. 100 buyers
Shanghai Waterworks Company, Limited	7,200	£10	£10	Div. of 1/10 for 1903	First year	6% £10 buyers
Singapore Dispensary, Limited	600	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
South China Morning Post, Limited	6,000	\$25	\$25	Div. of 1/10 for 1903	First year	6% \$25 buyers
Team Laundry Company, Limited	5,000	\$5	\$5	Div. of 1/10 for 1903	First year	6% \$5 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	Div. of 1/10 for 1903	First year	6% \$100 buyers
Straits Trading Company, Limited	125,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	Div. of 1/10 for 1903	First year	6% \$5 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Div. of 1/10 for 1903	First year	6% Tls. 100 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Div. of 1/10 for 1903	First year	6% Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
Do. (Reamers)	100	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
Watkins, Limited	10,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers
William Powell, Limited	12,000	\$10	\$10	Div. of 1/10 for 1903	First year	6% \$10 buyers

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